

CITY COUNCIL STUDY SESSION ITEM

SUBJECT

Update on the 2013-2019 Capital Investment Program (CIP) and the need for short-term cash flow borrowing as foundation for future Council direction, anticipated in October.

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POLICY ISSUES

As authorized by Council policy, the CIP has historically been “frontloaded” and the City has issued short-term financing to address the cash shortfalls while maintaining a balanced CIP over the seven year period of the program. The adopted 2013-2019 CIP also included frontloading and contemplated a mix of long- and short-term borrowing. While the current CIP remains in balance through 2019, an estimated need for short-term cash flow borrowing amounting to \$44 million has been identified due to the following factors:

- Sound Transit alignment decisions made subsequent to the issuance of long-term debt
- Recommended project accelerations
- Loss of revenues
- Increased costs
- Debt service payments not originally included in adopted CIP.

Each of these factors is described in detail below in the Background section.

Tonight is the first of two Council briefings. Staff will provide information and explanation on the factors that are impacting the current state of the CIP and will present options to address the short-term cash flow deficit for Council discussion. Staff will return on either September 16 or September 23 for further discussion and subsequent Council consideration of recommendation(s) on October 7. The Council’s ultimate direction on the options presented presents policy considerations, including:

- Accelerating projects to earlier in the CIP than originally budgeted and
- Options to address the short-term borrowing.

DIRECTION NEEDED FROM COUNCIL

☐ Action

☒ Discussion

☒ Information

Staff will lead a discussion on the reasons for, and options to address, the short-term cash flow shortfall in the Capital Investment Program. As mentioned previously, additional discussion time will be scheduled prior to Council's consideration and action on one or more of the options.

BACKGROUND/ANALYSIS

CIP Adoption and subsequent issuance of up to \$85 million in LTGO bonds

On December 3, 2012 Council adopted the 2013-2019 CIP Plan with financing provided by \$41 million in LTGO bonds and \$51 million in short-term line of credit, for a total debt draw of \$92 million. On April 2, 2013 Council authorized the issuance of up to \$85 million in LTGO bonds to implement the adopted CIP.

In the March 18, 2013 Council briefing packet regarding the LTGO bond issuance, staff provided an updated summary of the CIP with the issuance of the bonds (reprinted as Table 1 below). At the time of authorization of the debt, staff indicated to Council that the plan still showed a small LOC needed of \$3.4 million in 2014 and \$10.2 million in 2015, for a total potential LOC need of \$13.6 million (highlighted in the blue box in Table 1).

Table 1
\$80 Million Single Long-term Debt Issuance (reprinted from March 18 Council Packet)

In Millions								
<u>\$80M Scenario</u>	2013	2014	2015	2016	2017	2018	2019	2013-2019
<u>Beginning Fund Balance</u>	0.0	43.7	0.0	0.1	0.1	16.6	30.1	
Resources:								
All Resources	59.8	60.7	48.6	48.3	49.6	50.2	56.3	373.5
New Long-Term Debt	80.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0
<u>Potential Short Term Modeled Debt (LOC) (1)</u>	<u>0.0</u>	<u>3.4</u>	<u>10.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>13.6</u>
SubTotal Resources	139.8	64.1	58.8	48.3	49.6	50.2	56.3	467.1
Expenditures:								
All Ongoing/Discrete/Existing Debt Service Projects	96.1	102.5	53.3	29.5	27.4	31.4	53.3	393.5
NEW Long-Term Debt Service	0.0	5.3	5.3	5.3	5.3	5.3	5.3	31.8
<u>Potential Short Term (LOC) Payback (1) (2)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.1</u>	<u>13.5</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>14.0</u>
SubTotal Expenditures	96.1	107.8	58.7	48.3	33.1	36.7	58.6	439.3
Cummulative Available (Ending Fund Balance)	43.7	0.0	0.1	0.1	16.6	30.1	27.8	
<i>(1) Assumes that the City may need a small LOC. This model assumes 100% spending which historically the City has not met. Staff is not recommending an issuance of a Line Of Credit. If one is needed, staff would return a later date</i>								
<i>(2) Staff is not recommending the issuance of a LOC. This model shows the potential payback, and may not be needed if the City doesn't issue a LOC and these \$\$ would be available for Council direction as well.</i>								

Several near-term capital investment project decisions would create additional “frontloading” of the CIP. Coupled with the loss of revenues and cost increases, additional short-term financing would become necessary in 2014.

The CIP focuses on the most critical infrastructure needs throughout the City. However, the CIP continues to face challenges, in both the short-term and long-term, as the City addresses existing infrastructure demands and prepares for and supports public and private development moving forward. The 7-year CIP (2013-2019) remains in balance through 2019, though due to project timing impacts and an unexpected loss of revenue, 2014 is estimated to have a cash flow shortfall of \$44 million. The project timing impacts have arisen from two major sources:

- the Sound Transit alignment decision, and
- a series of projects recommended to be accelerated to the 2014 CIP primarily to provide synergies with the Sound Transit construction or to meet neighborhood commitments.

Neither of these shifts creates an overall CIP problem, but each would create a cash flow deficit in 2014 by further “frontloading” the CIP.

On August 5 staff reported preliminary information on the development of a potential funding gap of up to \$16 to \$20 million in CIP due to increasing costs, primarily from increased costs for property acquisitions and costs coming in higher than projected by not realizing the special benefit offset and the loss of project specific revenues (state Public Works Trust Fund loan together with the potential loss of anticipated grants).

Table 2 portrays the reconciliation between the March 18 packet and today:

Table 2
Reconciliation between March 18 Council Packet and Today

(in Millions)	2014 Cash Flow Impact (Short-Term Financing Need)	2013-2019 Overall CIP Impact (CIP Still in Balance)
March 18 Packet- Cumulative Available – Ending Fund Balance in 2019 (rounded):	na	\$ 28M
March 18 Packet – Potential Short Term Borrowing in 2014 (rounded):	\$ (3M)	na
Factors:		
Project Implications Creating “Front Loading”:		
Sound Transit Alignment Decision	(14)	--0--
Recommended Accelerated Projects	(12)	--0--
Loss of Revenue and Cost Increases:		
Net Loss of Revenues (PWTF, Grants, SBO, LRF)	(8)	(15)
Net Cost Decreases (Increases)	(4)	(5)
Debt Service 2013 Payment	(3)	--0--
Proposed LOC Carrying Cost*	--0--	(2)
SubTotal	(41)	(22)
Total	\$ (44M)	\$ 6M**

Total = \$20M
conforms to
8/5 message

*Calculated using 1 Year LIBOR rate plus 80 basis points = 1.5% as of 9/4/13.

**Total may not foot to Table 6 and Attachment A due to rounding

It is important to note that many projects are in active right of way negotiations and/or in design, meaning that budgets that impact this CIP analysis may still be adjusted. Therefore, a considerable amount of continued uncertainty exists that can impact the financial status of the CIP. Staff continues to monitor the bid environment and property acquisitions carefully and will report back to Council any material issues.

Detailed Discussion

The result of “Front Loading” creates a cash flow issue in 2014, while the total CIP remains in balance:

- **Sound Transit Alignment Decision (\$14 million of 2014 cash flow deficit)**
With the East Link final alignment and NE 6th Street Station decisions made in April, the financial impacts of purchasing the King County Metro property and rebuilding the City Hall parking were solidified. As originally adopted, the CIP assumed that the King County Metro property would be purchased through a series of annual minimum payments beginning in 2015, cumulating in a balloon payment to be made in 2024. Since then, through negotiations with King County and Sound Transit, it was determined that the City will need to purchase a larger portion of the site in 2014 in order to convey title to Sound Transit to build the NE 6th Station. In addition, costs have now been firmed up relating to replacement of lost parking in the City Hall parking garage due to siting of the NE 6th Station. Both of these costs are anticipated to be repaid by Sound Transit at the time that the City conveys the property interests for the East Link project, yet the City will incur the costs to acquire the site in 2014.
- **Recommended Accelerated Projects (\$12 million of 2014 cash flow deficit)**
The currently modeled CIP includes \$12 million of recommended accelerated project expenditures which are net of any new project-specific revenues. These projects were scheduled for construction in the latter years of the CIP. Accelerating projects in the CIP does not create an out-of-balance issue for the entire CIP – it would create a short- term cash flow problem in 2014. A complete list of projects recommended for acceleration is listed in Table 3 below.

Table 3
Accelerated CIP Projects Through 2014 (\$ in 000s)

Project Number	Project Name	Net Cash Flow Impact of Accelerated Projects through 2014
PW-R-168	120th Avenue NE (Stage 3) NE 12th to Northup	\$ 5,432
PW-R-169	124th Avenue NE - NE 12th to NE 14th Streets	1,139
PW-R-170	130th Avenue NE - Bel-Red Road to NE 20th Streets	214
PW-R-173	NE 15th Street (Zone 2) - 120th to 124th Avenues NE	909
PW-R-172	NE 15th Street (Zone 1) - 116th to 120th Avenues NE	811
PW-R-166	124th Avenue NE - Proposed 15th/16th to Northup	(86)
PW-R-155	SCATS Adaptive Signal System	447
PW-I-92	Lakemont Boulevard/Cougar Mountain Way	1,123
PW-M-20	Minor Capital - Streets & Lighting	200
P-AD-82	Parks & Open Space Acquisition - 2008 Parks Levy	545
P-AD-86	Hidden Valley Park Development - 2008 Parks Levy	3,401
P-AD-92	Meydenbauer Bay Park Development	(400)
P-AD-87	Downtown Park Development	(1,400)
P-AD-93	Bellevue Airfield Park Development - 2008 Parks Levy	(900)
Total		\$ 11,435

Two accelerated Transportation projects, account for \$5.35 million: 120th Avenue NE (Stage 3)

NE 12th to Northup; and, 124th Avenue NE - Proposed 15th/16th to Northup. These projects are being driven by the need for the East Link alignment to cross underneath both these roadways. Both of these projects were funded for construction but not until the later years in the CIP. Constructing these roadway projects in conjunction with the East Link under crossings, rather than on their currently adopted CIP schedule, will be the least cost option for both Sound Transit and the City, will mean construction disruption for motorists and businesses in the area will occur only once, and will ultimately mean no throwaway costs, in the range of \$2-\$3 million..

Another category of project accelerations in Transportation, accounting for \$3.1 million, relate to the timing of the design work needed for City roadway projects as Sound Transit and adjacent private developers are designing and implementing their projects/developments. These projects include 124th Avenue NE - NE 12th to NE 14th Streets; 130th Ave NE - Bel-Red Road to NE 20th Street; NE 15th Street (Zone 1) - 116th to 120th Avenues NE; and, NE 15th Street (Zone 2) - 120th to 124th Avenues NE. These projects are only for design but allow the City to inform and guide the design and implementation of East Link and other adjacent private developments in the Bel-Red corridor.

The last category of Transportation project accelerations, accounting for \$1.77 million, will allow the delivery of some key projects in 2014, one year ahead of the CIP schedule, meeting commitments to neighborhoods and the community as a whole. These include the Lakemont Boulevard/Cougar Mountain Way intersection project; SCATS Adaptive Signal System; and, to a minor extent, the Minor Capital - Streets & Lighting program.

Parks accelerated projects account for \$1.2 million due primarily to the development of Hidden Valley Park. On July 22 Council authorized an agreement with the Boys and Girls Clubs of Bellevue (BGCB) with an estimated City development cost of up to \$6 million. The terms of the agreement require BGCB to reimburse the City for half of these costs, up to \$3 million, with half estimated to be received in 2014 and the remainder in 2015 following an accelerated construction schedule.

- Overall Loss of Revenues (approximately \$8 million in 2014)
Loss of revenues and cost increases create a cash flow deficit in 2014 that impacts the entire CIP. The loss of revenue was previewed with Council on August 5.

Shifts in the funding components have negatively impacted the CIP.

- The State of Washington during the last legislative session eliminated \$2.9 million in Public Works Trust Fund loan monies for the NE 4th project
- Project timing (either delays or accelerations) may contribute to a potential loss of \$1.2 million in grants by 2014 and a total potential of \$6.3 million by 2019
- Property/ROW negotiations have not yielded the special benefit offset assumed in lieu of LID funding, resulting in not realizing potentially up to \$6 million in anticipated lower costs by 2014, and up to \$7.7 million over the entire CIP
- Finally, as a modest offset, with the issuance of the Local Revitalization Funding Bonds in April, the City received a revenue increase of \$1.7M in bonds funds as a result of receiving a portion of the state's share of sales tax to pay for debt service on projects that will result in a net gain in sales tax collections.

- Increased Costs (\$4 million in 2014)
The increasing bid climate and increases in costs of property acquisitions, offset by some cost savings, create a small increase in net costs across the entire CIP, totaling \$4 million in 2014.
- Debt Service Payments (\$3 million in 2013)
The \$3 million 2013 Debt Service payment resulting from the new \$80 million bond issuance was not included in the March 18 CIP modeling.

Even with the shifts in funding and project timing, the 7-year CIP (2013-2019) remains in balance through 2019. The year 2014 is estimated to have a cash shortfall of \$44 million. This is not unusual with the practice of “frontloading” the CIP. The City has used short-term debt to manage cash flow needs on previous occasions. See Table 4 below for a summary financial statement of the CIP assuming a \$44 million short-term financing issuance.

Table 4
CIP Modeled with 44 Million in Short-Term Financing (\$ in millions)
See Attachment A for further details.

<u>\$44 Million in Short Term Financing</u>	2013	2014	2015	2016	2017	2018	2019	2013-2019
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	
<u>Beginning Fund Balance</u>	9.1	39.4	0.0	0.0	0.0	0.0	0.0	
Resources:								
All Resources	49.5	69.5	71.2	53.8	49.8	50.5	51.4	395.8
New Long-Term Debt	82.3	0.0	0.0	0.0	0.0	0.0	0.0	82.3
<u>Potential Short Term Modeled Debt (LOC)</u>	<u>0.0</u>	<u>44.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>44.0</u>
SubTotal Resources	131.7	113.5	71.2	53.8	49.8	50.5	51.4	522.0
Expenditures:								
All Ongoing/Discrete/Existing Debt Service Projects	98.2	147.6	62.6	40.4	27.2	31.0	36.3	443.4
NEW Long-Term Debt Service	3.3	5.3	5.3	5.3	5.3	5.3	5.3	35.1
<u>Potential Short Term (LOC) Payback</u>	<u>0.0</u>	<u>0.0</u>	<u>3.3</u>	<u>8.1</u>	<u>17.4</u>	<u>14.1</u>	<u>3.1</u>	<u>46.0</u>
SubTotal Expenditures	101.5	152.9	71.2	53.8	49.9	50.4	44.7	524.5
Cummulative Available (Ending Fund Balance)	39.4	0.0	0.0	0.0	0.0	0.0	6.6	

All costs above assume 100% expenditure rate; the City has historically not spent at that level.

Options to deal with the 2014 cash shortfall

Staff will continue to pursue all avenues to reduce the need for short-term financing, yet it appears that under no scenario is the need eliminated. Options staff are reviewing include:

- Working with Sound Transit to discuss the timing of Sound Transit’s share of costs associated with City Hall impacts and Bel-Red projects
- De-accelerating projects to later in the CIP.

Bellevue’s Debt Capacity and Bond Rating

The City’s bond rating is based on numerous factors, including the strength of the economy, wealth of the region, City financial management policies, and adherence to those financial management policies by the City. The City currently has an Aaa bond rating from Moody’s and a AAA bond rating from Standard & Poor’s for its unlimited general obligation bonds.

State law (RCW) limits the amount of debt a City can issue by varying types of debt, as shown in the statutory limits in the table below. In addition to those state limitations, Council decided to take a more

conservative approach several years ago and imposed further policy limits on the City's use of debt to assure strong financial health. Bellevue currently has issued \$227 million in outstanding LTGO debt, leaving \$100 million of councilmanic LTGO debt available under the Council policy limit. The following chart illustrates the limits on all debt options.

As of 06/30/13	% of Assessed Value (\$32.7B) (\$ equivalent of debt in millions (M))		
Type of Debt	Statutory Limitations	Council Policy Limitations	Council Policy Limit Available
General Purpose (2.5%):			
• Non-Voted councilmanic	1.5%	1.00% (\$327M)	0.31% (\$100M)
• Voted (assuming the City uses all of its non-voted capacity)	1.0%	0.75% (\$245M)	0.75% (\$245M)
Parks and Open Space – Voted	2.5%	1.75% (\$572M)	1.75% (\$572M)
Utilities – Voted	2.5%	1.75% (\$572M)	1.75% (\$572M)
Revenue	No Limit	No Limit	No Limit
Local Improvement District	No Limit	No Limit	No Limit

*Full capacity available for parks and open space due to the existing Parks Levy is not bonded, and therefore no draw on the debt capacity.

Short-Term Financing Staff Recommendation

Barring an acceleration of payments from Sound Transit and/or de-accelerating CIP projects to later years, staff recommends issuing up to \$44 million in short-term financing, drawing on funding only when it is needed as has been the historical practice. There are two short-term options for Council consideration:

Descriptor	PROS	CONS
Short-Term Financing: Issue short-term debt in 2014 that would be paid off within the existing CIP period (by 2019)	<ul style="list-style-type: none"> • Paid off within this CIP • Keeps projects moving forward • Advances projects before additional inflationary cost increases are incurred 	<ul style="list-style-type: none"> • Uses up debt capacity for the whole LOC until entirely paid off • Uses up majority of remaining out-year cash to payoff the debt
Interfund Loan Up to 3 years	<ul style="list-style-type: none"> • Internal tool, no need to go out to the market place • Keeps projects moving forward • Advances projects before additional inflationary cost increases are incurred 	<ul style="list-style-type: none"> • Temporarily utilizes up to potentially 25% of reserves • Utilizes majority of remaining out-year cash to payoff the loan

	<ul style="list-style-type: none"> • Can be structured as a series of loans to be used as needed 	<ul style="list-style-type: none"> • Time period exceeds state auditor's policy for repayment
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Interest costs on either version would be approximately the same.

In addition to the short-term option noted above, there are long-term options available.

- **Long Term Debt:** The City could issue 20-year LTGO bonds which would carry a roughly a \$3 million annual debt service payment.
- **Raise Taxes:** In order to fund a \$3 million annual debt service payment, the City would need to levy approximately 30% to 40% of the City's existing banked capacity (\$9 million).

Staff recommends using one of the short-term options above, and not a long-term option, in order to match the solution timeframe to the nature of the cash flow shortfall at hand.

Staff has been working with the City's financial advisor, Lindsay Sovde of Seattle-Northwest Securities, and bond counsel, Stacey Crawshaw-Lewis of Pacifica Law Group, on short-term cash flow borrowing. As direction to pursue borrowing from Council is obtained, the authorizing documents would be brought forward on October 7.

Next Steps

Staff will return on either September 16 or September 23 for further discussion and for subsequent potential action on October 7 based on Council direction.

Attachments

Attachment A: 2013-2019 CIP Model

Attachment A: 2013-2019 CIP Forecast
Through August 2013

Funding Source	2013 Budget Available	2013 Forecast	2014 Budget	2014 Forecast	2015 Budget	2015 Forecast	2016 Budget	2016 Forecast	2017 Budget	2017 Forecast	2018 Budget	2018 Forecast	2019 Budget	2019 Forecast	Total Budget Available	Total Forecast 2013- 2019	2013-2019 Variance (\$)
Beginning Fund Balance	9,136	9,136	5,139	39,392	-	0	-	(0)	-	(0)	-	(0)	-	0	9,136	9,136	-
Long-Term	41,400	73,502	-	-	-	-	-	-	-	-	-	-	-	-	41,400	73,502	32,102
Short-Term	-	-	39,831	44,015	8,700	-	-	-	-	-	-	-	-	-	48,531	44,015	(4,516)
LRF (COB Long-Term Debt)	-	8,770	7,000	-	-	-	-	-	-	-	-	-	-	-	7,000	8,770	1,770
Debt Financing	\$ 41,400	\$ 82,272	\$ 46,831	\$ 44,015	\$ 8,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,931	\$ 126,287	\$ 29,356
Sales Tax	11,659	11,882	12,248	12,546	12,791	13,189	13,975	13,842	14,679	14,453	15,371	15,036	16,598	15,625	97,321	96,573	(748)
B&O Tax	7,156	7,307	7,421	7,700	7,748	8,089	8,068	8,485	8,394	8,884	8,671	9,289	8,969	9,703	56,427	59,457	3,030
REET	10,852	10,852	12,535	12,535	13,786	13,786	14,011	14,011	14,060	14,060	13,556	13,556	13,892	13,892	92,692	92,692	-
Parks Levy	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	3,389	23,723	23,723	-
Major Taxes	\$ 33,056	\$ 33,430	\$ 35,593	\$ 36,170	\$ 37,714	\$ 38,453	\$ 39,443	\$ 39,727	\$ 40,522	\$ 40,786	\$ 40,987	\$ 41,270	\$ 42,848	\$ 42,609	\$ 270,163	\$ 272,445	\$ 2,282
MVFT	1,424	1,344	1,419	1,352	1,415	1,360	1,411	1,368	1,406	1,377	1,402	1,385	1,394	1,393	9,871	9,579	(292)
ST Contribution - NE 6th Station	-	-	-	-	-	14,100	-	-	-	-	-	-	-	-	-	14,100	-
ST Cost Sharing	-	-	-	7,576	-	8,538	-	5,294	-	-	-	-	-	-	-	21,408	21,408
King County Contribution	480	1,380	900	-	-	-	-	-	-	-	-	-	-	-	1,380	1,380	-
Redmond Contributions	300	302	-	-	-	-	-	-	-	-	-	-	-	-	300	302	2
WSDOT Contributions	4,732	784	2,491	6,439	-	-	-	-	-	-	-	-	-	-	7,223	7,223	-
Grants	7,040	4,924	7,034	9,461	2,267	2,601	-	-	-	-	-	-	4,000	-	20,341	16,986	(3,355)
Point Communities	130	130	129	129	129	129	129	129	129	129	129	129	129	129	904	904	-
Intergovernmental	\$ 14,106	\$ 8,864	\$ 11,973	\$ 24,957	\$ 3,811	\$ 26,728	\$ 1,540	\$ 6,791	\$ 1,535	\$ 1,506	\$ 1,531	\$ 1,514	\$ 5,523	\$ 1,522	\$ 40,019	\$ 71,882	\$ 17,763
Private Contributions	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	31	31
Special Benefit Offset/LID	5,200	-	846	-	1,656	-	-	-	-	-	-	-	-	-	7,702	-	(7,702)
Impact Fees	3,662	4,377	3,690	3,690	4,140	4,140	6,900	6,900	7,110	7,110	7,320	7,320	7,540	6,825	40,362	40,362	-
Fundraising	2,111	2,510	2,000	3,295	-	1,500	-	-	-	-	-	-	-	-	4,111	7,305	3,194
Facility Leases	60	60	60	60	60	60	60	60	60	60	60	60	60	60	420	420	-
PWTF Loan	2,900	-	-	-	-	-	-	-	-	-	-	-	-	-	2,900	-	(2,900)
Enterprise Fund Contribution	350	200	350	1,360	350	350	350	350	350	350	350	350	350	350	2,450	3,310	860
Miscellaneous	\$ 14,283	\$ 7,178	\$ 6,946	\$ 8,405	\$ 6,206	\$ 6,050	\$ 7,310	\$ 7,310	\$ 7,520	\$ 7,520	\$ 7,730	\$ 7,730	\$ 7,950	\$ 7,235	\$ 57,945	\$ 51,428	\$ (6,517)
Grand Total Revenues Including BFB	\$ 111,981	\$ 140,880	\$ 106,482	\$ 152,939	\$ 56,431	\$ 71,231	\$ 48,293	\$ 53,828	\$ 49,577	\$ 49,812	\$ 50,248	\$ 50,514	\$ 56,321	\$ 51,366	\$ 474,193	\$ 531,178	\$ 42,885
Grand Total Expenditures including Debt	107,607	101,488	105,648	152,939	57,233	71,232	48,305	53,828	49,566	49,812	50,262	50,514	56,375	44,776	474,996	524,588	49,592
Revenue less Expenditure	\$ 4,374	\$ 39,392	\$ 0	\$ 0	\$ (802)	\$ (0)	\$ (12)	\$ (0)	\$ 11	\$ (0)	\$ (14)	\$ 0	\$ (54)	\$ 6,590	\$ (802)	\$ 6,590	\$ (6,708)
Forecast Assumes reduced revenues from PWTF, Grants, and SBO. Expenditures updated as of August 2013.																	

Attachment A: 2013-2019 CIP Forecast
Through August 2013

Project Number	Project Name	2013 Budget Available	2013 Forecast	2014 Budget	2014 Forecast	2015 Budget	2015 Forecast	2016 Budget	2016 Forecast	2017 Budget	2017 Forecast	2018 Budget	2018 Forecast	2019 Budget	2019 Forecast	Total Project Budget	Total Project Forecast thru 2019	Total 2013-2019 Budget Available	Total 2013-2019 Forecast	2013-2019 Variance (\$)
Debt Service																				
G-69	Supplemental CIP Debt Service Funding	\$ 992	\$ 1,036	\$ 1,033	\$ 1,033	\$ 1,035	\$ 1,035	\$ 1,035	\$ 1,035	\$ 1,035	\$ 1,035	\$ 1,037	\$ 1,037	\$ 1,033	\$ 1,033	\$ 13,115	\$ 13,159	\$ 7,200	\$ 7,244	\$ 44
G-82	City Hall Debt Service Funding	6,560	6,306	6,611	6,611	6,600	6,600	6,598	6,598	6,594	6,594	6,582	6,582	6,590	6,590	59,807	59,553	46,135	45,881	(254)
G-83	M&I Debt Service	863	863	863	863	864	864	865	865	865	865	865	865	865	865	7,784	7,784	6,050	6,049	(0)
P-AD-49	LID Assessments for Parks Properties	32	32	30	30	-	-	-	-	-	-	-	-	-	-	1,627	1,627	62	62	0
PW-R-82	Public Works Trust Fund Loan - Principal	40	40	223	40	225	40	226	40	228	40	229	40	230	40	2,593	1,472	1,401	280	(1,121)
PW-R-83	Public Works Trust Fund Loan - Interest	3	3	25	3	22	3	21	3	20	3	18	3	17	3	230	125	126	21	(105)
G-53	CIP Cash Flow Debt Service Funding	15,297	15,164	-	-	-	-	-	-	-	-	-	-	-	-	59,973	59,840	15,297	15,164	(133)
CD-5	Metro Site (Old Site) 2003 Debt Funding	505	505	506	506	-	-	-	-	-	-	-	-	-	-	10,627	10,627	1,011	1,011	0
G-89	New Long Term Debt Service (\$41.2M issue)	-	3,333	3,094	5,300	3,094	5,300	3,094	5,300	3,094	5,300	3,094	5,300	3,094	5,300	18,564	35,133	18,564	35,133	16,569
G-90	New Short Term Debt Service (\$51.3M issue)	2,100	-	-	-	797	3,356	15,669	8,126	19,075	17,319	15,807	14,172	-	3,131	53,448	46,104	53,448	46,104	(7,344)
Total Debt Service		\$ 26,391	\$ 27,282	\$ 12,386	\$ 14,386	\$ 12,637	\$ 17,197	\$ 27,508	\$ 21,967	\$ 30,910	\$ 31,155	\$ 27,633	\$ 28,000	\$ 11,829	\$ 16,962	\$ 227,769	\$ 235,425	\$ 149,294	\$ 156,949	\$ 7,656
Economic Growth and Competitiveness																				
CD-29	Metro Site Development	100	100	-	-	-	-	-	-	-	-	-	-	-	-	100	100	100	100	-
CD-35	Neighborhood Economic Opportunity Fund	-	-	-	-	-	-	-	-	-	-	400	400	5,800	5,800	6,200	6,200	6,200	6,200	-
Total Economic Growth and Competitiveness		\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 400	\$ 5,800	\$ 5,800	\$ 6,300	\$ 6,300	\$ 6,300	\$ 6,300	\$ -
Healthy and Sustainable Environment																				
P-AD-89	Nature Trail Expansion - 2008 Parks Levy	1,307	600	400	400	-	-	-	-	-	-	-	-	-	-	2,580	1,873	1,707	1,000	(707)
Total Healthy and Sustainable Environment		\$ 1,307	\$ 600	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,580	\$ 1,873	\$ 1,707	\$ 1,000	\$ (707)
Improved Mobility																				
CD-19	Advance the Vision for the Ped Corridor	305	350	-	-	-	-	-	-	-	-	-	-	-	-	653	698	305	350	45
PW-R-165	Downtown Transportation Plan Update	108	-	-	108	-	-	-	-	-	-	-	-	-	-	350	350	108	108	(0)
PW-R-176	Early Implementation of the Downtown Transportation Plan	300	-	500	800	-	-	-	-	-	-	-	-	-	-	800	800	800	800	-
PW-R-177	Early Implementation of the Eastgate Subarea Plan	250	-	250	500	-	-	-	-	-	-	-	-	-	-	500	500	500	500	-
PW-W/B-78	Mountains-to-Sound Greenway	215	123	215	307	-	-	-	-	-	-	-	-	-	-	430	430	430	430	-
PW-W/B-82	SE 16th Street - 148th to 156th Aves SE	250	3	-	247	-	-	-	-	-	-	-	-	-	-	250	250	250	250	-
PW-R-168	120th Ave NE (Stage 3) NE 12th to Northup	-	2,300	390	6,872	7,872	6,290	-	6,479	-	-	-	-	10,985	-	19,247	21,941	19,247	21,941	2,694
PW-R-181	Eastlink MOU Commitments	-	-	28,999	42,604	1,700	4,200	700	700	700	700	800	800	800	800	33,699	49,804	33,699	49,804	16,105
PW-R-180	Annexation Area Transportation Capital	168	120	900	948	-	-	-	-	-	-	-	-	-	-	1,068	1,068	1,068	1,068	-
PW-R-171	134th Ave NE - NE 16th St to NE 20th St	-	-	-	-	128	128	131	131	-	-	-	-	-	-	259	259	259	259	-
PW-R-174	NE 16th St - 130th to 132nd Ave NE	102	360	261	37	267	342	109	-	-	-	-	-	-	-	739	739	739	739	(0)
PW-R-175	NE 16th St - 132nd Ave NE to NE 20th St	51	-	105	156	-	-	-	-	-	-	-	-	-	-	156	156	156	156	(0)
PW-R-169	124th Ave NE - NE 12th to NE 14th St	-	397	-	742	-	280	-	-	-	-	115	-	1,304	-	1,419	1,419	1,419	1,419	-
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St	-	356	209	67	214	-	-	-	-	-	-	-	-	-	423	423	423	423	-
PW-R-173	NE 15th St (Zone 2) - 120th to 124th Aves NE	102	688	335	658	449	-	460	-	-	-	-	-	-	-	1,346	1,346	1,346	1,346	(0)
PW-R-172	NE 15th St (Zone 1) - 116th to 120th Ave NE	102	929	444	428	455	-	356	-	-	-	-	-	-	-	1,357	1,357	1,357	1,357	(0)
PW-R-160	NE 4th St Ext. - 116th to 120th Ave	18,658	8,070	5,421	17,837	1,166	2,500	-	-	-	-	-	-	-	-	31,112	34,274	25,245	28,407	3,162
PW-R-161	120th Ave NE (Stage 1) - NE 4th to NE 8th	3,732	2,773	807	2,483	-	-	-	-	-	-	-	-	-	-	7,533	8,250	4,539	5,256	717
PW-R-164	120th Ave NE (Stage 2) - NE 8th to NE 12th St	9,197	12,825	12,032	8,404	6,528	6,528	-	-	-	-	-	-	-	-	31,306	31,306	27,757	27,757	-
PW-R-166	124th Ave NE - Proposed 15th/11th to Northup	1,015	1,711	941	4,385	1,806	10,609	-	4,011	-	-	-	-	4,242	-	8,911	21,623	8,004	20,716	12,712
PW-R-155	SCATS Adaptive Signal System	686	1,122	504	515	447	-	-	-	-	-	-	-	-	-	5,193	5,193	1,637	1,637	0
PW-R-159	East Link Analysis and Development	3,595	1,362	3,060	5,293	-	-	-	-	-	-	-	-	-	-	11,158	11,158	6,655	6,655	(0)
PW-W/B-76	Neighborhood Sidewalks	542	552	500	490	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	8,560	8,560	6,042	6,042	0
PW-R-141	West Lake Sammamish Parkway, Phase 1	3,888	6,713	2,000	-	-	-	-	-	-	-	-	-	-	-	8,386	9,211	5,888	6,713	825
PW-R-162	NE 6th Street Extension	(7)	61	50	53	50	-	-	-	-	-	-	-	-	-	1,000	1,021	93	114	21
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	-	-	-	-	200	200	-	-	-	-	-	-	-	-	200	200	200	200	-
PW-I-92	Lakemont Blvd/Cougar Mountain Way	255	250	162	1,290	1,123	-	-	-	-	-	-	-	-	-	1,540	1,540	1,540	1,540	0
PW-R-146	Northup Way Corridor Improvements	4,505	784	2,491	6,212	-	-	-	-	-	-	-	-	-	-	8,471	8,471	6,996	6,996	0
PW-R-46	Major Safety Improvements	189	150	100	139	100	100	100	100	100	100	100	100	100	100	3,442	3,442	789	789	0
PW-R-156	ITS Master Plan Implementation	192	191	150	151	150	150	400	400	400	400	400	400	400	400	2,175	2,175	2,092	2,092	0
PW-W/B-56	Ped and Bicycle Access Improvements	329	418	400	279	400	400	400	400	400	400	400	400	400	400	9,432	9,400	2,729	2,697	(32)
PW-M-1	Street Overlays	7,072	6,264	5,061	5,061	5,178	5,178	5,297	5,297	5,429	5,429	5,565	5,565	5,704	5,704	125,438	124,630	39,306	38,498	(808)
PW-M-20	Minor Capital - Streets & Lighting	187	390	200	197	200	200	200	200	200	200	200	200	200	-	1,800	1,800	1,387	1,387	0
PW-M-2	Minor Capital - Traffic Operations	809	809	150	150	150	150	150	150	150	150	150	150	150	150	9,482	9,482	1,709	1,709	(0)
PW-M-7	Neighborhood Traffic Calming Program	578	578	300	300	300	300	300	300	300	300	300	300	300	300	8,972	8,972	2,378	2,378	-
Total Improved Mobility		\$ 57,374	\$ 50,649	\$ 66,937	\$ 107,713	\$ 29,883	\$ 38,555	\$ 9,603	\$ 19,168	\$ 8,679	\$ 8,679	\$ 9,030	\$ 8,915	\$ 25,585	\$ 8,854	\$ 346,806	\$ 382,249	\$ 207,090	\$ 242,533	\$ 35,443
Innovative, Vibrant and Caring Community																				

Attachment A: 2013-2019 CIP Forecast
Through August 2013

Project Number	Project Name	2013 Budget Available	2013 Forecast	2014 Budget	2014 Forecast	2015 Budget	2015 Forecast	2016 Budget	2016 Forecast	2017 Budget	2017 Forecast	2018 Budget	2018 Forecast	2019 Budget	2019 Forecast	Total Project Budget	Total Project Forecast thru 2019	Total 2013-2019 Budget Available	Total 2013-2019 Forecast	2013-2019 Variance (\$)
P-AD-82	Parks & Open Space Acquisition - 2008 Parks Levy	30	545	900	900	1,500	1,500	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	8,645	9,160	6,430	6,945	515
P-AD-83	Bellevue Airfield Park Development - 2008 Parks Levy	960	-	500	500	-	800	-	-	-	-	-	-	-	-	1,582	1,423	1,460	1,300	(160)
P-AD-86	Surrey Downs Parks Development - 2008 Parks Levy	(1)	200	300	5,000	2,700	800	-	-	-	-	-	-	-	-	3,000	6,001	2,999	6,000	3,001
P-AD-87	Downtown Park Development - 2008 Parks Levy	399	200	2,000	800	2,500	2,500	-	1,500	-	-	-	-	-	-	5,000	5,101	4,899	5,000	101
P-AD-85	Bellevue Botanical Garden Dev - 2008 Parks Levy	5,008	7,000	5,000	3,000	-	-	-	-	-	-	-	-	-	-	11,079	11,070	10,008	10,000	(8)
P-AD-90	New Youth Theatre - 2008 Parks Levy	3,940	3,500	4,500	5,300	-	-	-	-	-	-	-	-	-	-	8,500	8,860	8,440	8,800	360
P-AD-79	King County Open Space & Trails Levy	269	312	-	-	-	-	-	-	-	-	-	-	-	-	1,872	1,914	269	312	43
P-AD-27	Park Planning & Design	355	300	300	300	-	-	-	-	-	-	-	-	-	-	5,612	5,557	655	600	(55)
P-R-2	Enterprise Facility Improvements	332	200	380	1,360	380	380	380	380	380	380	380	380	380	380	11,339	12,187	2,612	3,460	848
P-R-11	Renov & Refurb of Park Facilities	4,048	3,870	4,040	4,040	4,270	4,270	4,490	4,490	4,720	4,720	4,837	4,837	4,957	4,957	67,786	67,608	31,362	31,184	(178)
P-AD-92	Meydenbauer Bay Park Development	-	100	-	1,000	200	2,100	500	500	500	500	4,000	4,000	3,800	3,800	9,000	12,000	9,000	12,000	3,000
CD-22	Enhanced ROW and Urban Blvds	473	500	500	500	500	500	500	500	500	500	500	500	500	500	4,398	4,425	3,473	3,500	27
CD-11	Public Art Program	374	350	350	350	350	350	350	350	350	350	350	350	350	350	6,580	6,556	2,474	2,450	(24)
PW-W/B-49	Wheelchair Ramps	163	163	100	100	100	100	100	100	100	100	100	100	100	100	1,982	1,982	763	763	0
	Total Innovative, Vibrant and Caring Community	\$ 16,351	\$ 17,240	\$ 18,870	\$ 23,150	\$ 12,500	\$ 13,300	\$ 7,320	\$ 8,820	\$ 7,550	\$ 7,550	\$ 11,167	\$ 11,167	\$ 11,087	\$ 11,087	\$ 146,374	\$ 153,844	\$ 84,845	\$ 92,314	\$ 7,469
	Quality Neighborhoods																			
P-AD-88	Neighborhood Park Development - 2008 Parks Levy	295	600	1,800	1,200	100	100	1,800	1,800	300	300	-	-	-	-	5,012	4,717	4,295	4,000	(295)
NIS-2	Neighborhood Partnerships	152	100	100	100	100	100	100	100	100	100	100	100	100	100	1,430	1,378	752	700	(52)
	Total Quality Neighborhoods	\$ 447	\$ 700	\$ 1,900	\$ 1,300	\$ 200	\$ 200	\$ 1,900	\$ 1,900	\$ 400	\$ 400	\$ 100	\$ 100	\$ 100	\$ 100	\$ 6,442	\$ 6,095	\$ 5,047	\$ 4,700	\$ (347)
	Safe Community																			
PS-16	Renovation of Public Safety Facilities	2,268	2,268	713	713	742	742	772	772	803	803	819	819	835	835	14,274	14,273	6,952	6,952	(0)
PS-16	Fire Station Emergency Generators	100	100	100	100	100	100	100	100	100	100	100	100	100	100	700	700	700	700	-
PS-61	Downtown Fire Station	200	200	-	-	-	-	-	-	-	-	-	-	-	-	200	200	200	200	-
PW-M-19	Major Maintenance Program	1,023	1,387	922	593	943	908	964	964	989	989	1,013	1,013	1,039	1,039	8,990	8,991	6,892	6,893	0
	Total Safe Community	\$ 3,591	\$ 3,955	\$ 1,735	\$ 1,406	\$ 1,785	\$ 1,750	\$ 1,836	\$ 1,836	\$ 1,892	\$ 1,892	\$ 1,932	\$ 1,932	\$ 1,974	\$ 1,974	\$ 24,164	\$ 24,164	\$ 14,745	\$ 14,745	\$ (0)
	Responsive Government																			
G-57	Enterprise Content Management	220	220	137	137	-	-	-	-	-	-	-	-	-	-	1,625	1,625	357	357	0
G-84	Relocation of Courts from Surrey Downs	1,293	210	3,070	4,170	75	75	-	-	-	-	-	-	-	-	4,455	4,472	4,438	4,455	17
G-59	JDE System Upgrade and Enhancements	274	274	64	98	-	-	-	-	-	-	-	-	-	-	14,215	14,249	338	372	34
G-59	Business Tax and License System Replacement	100	100	-	28	-	-	-	-	-	-	-	-	-	-	515	543	100	128	28
G-88	Joint City License and Tax Portal	143	143	141	141	139	139	137	137	135	135	-	-	-	-	695	695	695	695	1
PW-M-15	Wetland Monitoring	15	15	10	10	15	15	-	-	-	-	-	-	-	-	154	154	40	40	(0)
	Total Responsive Government	\$ 2,046	\$ 962	\$ 3,422	\$ 4,584	\$ 229	\$ 229	\$ 137	\$ 137	\$ 135	\$ 135	\$ -	\$ -	\$ -	\$ -	\$ 21,659	\$ 21,737	\$ 5,969	\$ 6,047	\$ 79
	Grand Total Expenditures	\$ 107,607	\$ 101,488	\$ 105,648	\$ 152,939	\$ 57,233	\$ 71,232	\$ 48,305	\$ 53,828	\$ 49,566	\$ 49,812	\$ 50,262	\$ 50,514	\$ 56,375	\$ 44,776	\$ 782,094	\$ 831,687	\$ 474,996	\$ 524,588	\$ 49,592